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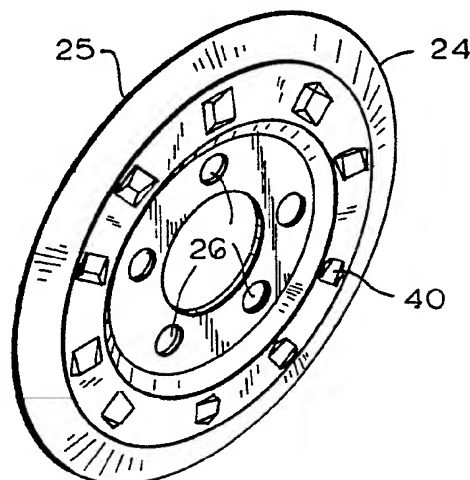
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54 Brake by-product deflection in wheel and disc brake assembly.

57 A deflector plate (24) is clamped between the spider of an automotive vehicle wheel and the rotor of a disc brake for that wheel. This deflector plate covers the axially inboard side of the wheel spider and prevents by-product given off by the disc brake from getting on the wheel at the axially outboard side of the wheel spider, where it would be visible and detract from the vehicle's appearance. Additionally, the improved air scoops (40) propel cooling air onto the brakes thus minimizing brake wear. The air also blows brake by-product away from the wheel.

FIG. 1



BRAKE BY-PRODUCT DEFLECTOR IN WHEEL AND DISC BRAKE ASSEMBLY

One of the problems with disc brakes on cars, particularly certain foreign cars, is that during braking a substantial amount of by-product is given off by the brakes and ends up on the axially outboard side of the wheels, leaving a coating which detracts from the car's appearance. Additionally, excess heat can cause decreased brake efficiency and excess wear.

PRIOR ART

U.S. Patent No. 2,851,131 to Hibbard is entitled a Wheel Structure. The invention relates to a motor vehicle wheel body and circular cover assembly with ventilating holes in the cover. The holes have matching scoops and louvers to propel air against a brake structure for cooling purposes. It is essentially a modified exterior hubcap.

U.S. Patent No. 2,940,555 (1960) to Hibbard is entitled a Wheel Structure. The invention relates to a motor vehicle wheel body and improved circular cover assembly with ventilating holes to propel air against a brake structure for cooling purposes. It is essentially a modified exterior hubcap.

U.S. Patent No. 3,028,936 (1962) to Lyon is entitled a Wheel Structure. The invention relates to an outside wheel cover for motor vehicles which provides an ornamental design while propelling air across brake assemblies for cooling purposes. A press-on pry-off wheel cover is made with circulating air scoops to cool wheel structures designed with openings therethrough. It is essentially a modified exterior hubcap.

U.S. Patent No. 4,005,768 (1977) to Bubnash is entitled Dust Shield for Disc Brake. This semicircular dust shield is designed to shield disc brakes from road dirt or water. The shield has holes with annular lips to permit air to flow about the rotor for cooling purposes. This shield is a semicircular two layered device integrally mounted adjacent to the inboard breaking surface. No outboard mounted brake generated by-product protection for the wheels is incorporated in the device.

Canadian Patent No. 1,141,801 (1983) to Bottieri is entitled Shield Plate In Wheel and Disc Brake Assembly. The invention relates to a thin metal deflector plate which is clamped between the spider of an automotive vehicle wheel and the rotor of a disc brake for that wheel. This plate covers the axially inboard side of the wheel spider and prevents by-product given off by the disc brake from getting on the wheel where it would detract from the vehicle's appearance. It is designed so as not to be visible from the outside of the vehicle.

U.S. Patent No. 4,484,667 (1984) to Bottieri is entitled Shield Plate In Wheel and Disc Brake Assembly. The invention relates to an improvement on Canadian Patent 1,141,801 to Bottieri. The improvements add two features whose object is to allow more universal fits on various auto wheels with the same deflector shield. Universal mounting hole patterns and slits on the outer edge allow fitting several different wheels with the same dust shield. This multiple fit capability reduces costs and prices to the consumer while providing the same prevention of brake by-product accumulation on the outside of the tire. It is designed so as not to be visible from outside the vehicle.

None of the art discussed above teaches a combination utilitarian by-product deflector with cooling air scoops. The present invention is a dual function by-product deflector and cooling device designed to be not visible from outside the vehicle.

SUMMARY OF THE INVENTION

The present invention is directed to a brake by-product deflector which incorporates in a novel manner a deflector plate with air scoops which prevents by-product given off by the brake from reaching the visible side of the wheel while deflecting cooling air onto the brakes and blowing by-product away from the wheel.

In accordance with a presently-preferred embodiment of the invention, deflector plate is sandwiched between the brake rotor and the spider of the wheel at the axially inboard side of the spider. This deflector plate is spaced axially outward from the brake disc, and it covers the inside of the wheel at the inboard side of the wheel spider so as to prevent by-product given off by the braking from reaching the wheel on the outboard side of the wheel spider. Four or more slots are cut and stamped into the disc which act as air scoops which propel cooling air onto the brakes and blow brake by-product away from the wheel.

A principal object of this invention is to provide an improved by-product deflector having a novel arrangement for preventing by-product produced by the brake from being deposited on a visible portion of the wheel by blowing by-product away from the wheel while deflecting cooling air onto the brakes.

In the primary embodiment of the invention there is provided a vehicle wheel having an annular tire support and a spider extending inward from the rim transverse to the axis of the wheel. The spider has a plurality of openings therein spaced inward from the rim. There is also provided a disc brake

having a caliper with a brake pad, and a brake rotor clamped to the wheel spider and carrying a brake disc spaced axially inboard from the wheel spider and facing the spider.

The brake disc produces braking by-product at the side facing said spider due to friction generated between said brake pad and said brake disc when the brakes are applied. The improvement comprises a deflector plate clamped between the wheel spider and the brake caliper and the brake rotor axially outboard from the brake caliper and the brake disc. The deflector plate blocks the axially inboard side of the wheel spider from the brake caliper to prevent the escape of friction generated braking by-product from the brakes through the wheel spider onto the wheel at the axially outboard side of the wheel spider.

The additional improvement comprises four or more slots cut into the by-product deflector in the direction of rotation. These slots act as air scoops while the vehicle is in forward motion thus propelling cooling air onto the brake and blowing brake by-product away from the wheel.

A secondary embodiment is an improvement to Patent No. 4,484,667 to Bottieri. It comprises a deflector plate with slits extending in from its periphery to provide flexible and resilient fingers there which facilitate snug reception in a wheel whose inside diameter may deviate from its nominal value. The deflector plate has openings for passing different numbers of wheel studs on which nuts are mounted to clamp the wheel and deflector plate to the brake rotor. The improvement comprises four or more slots cut into the deflector plate to act as air scoops propelling cooling air to the brakes and blowing brake by-product away from the wheel.

Other objects of this invention will appear from the following description and appended claims, reference being had to the accompanying drawings forming a part of this specification wherein like reference characters designate corresponding parts in the several views.

DESCRIPTION OF THE DRAWINGS

Figure 1 is a perspective view of a deflector in accordance with the present invention;

Figure 2 is an outer end view of a wheel and disc brake assembly incorporating the present deflector;

Figure 3 is a longitudinal section through this assembly taken along the line 3--3 in Figure 2;

Figure 4 is a longitudinal section through the deflector taken along line 4--4 in Figure 2 showing a close up of the air slot;

Figure 5 is a perspective view of a second embodiment of the invention used in conjunction with the universal type mounting dust shield of U.S. Patent No. 4,484,667 to Bottieri; and

Figure 6 is a fragmentary longitudinal section showing a modified arrangement of the wheel, disc brake and deflector plate assembly of this invention.

Before explaining the disclosed embodiments of the present invention in detail, it is to be understood that the invention is not limited in its application to the details of the particular arrangements shown, since the invention is capable of other embodiments. Also, the terminology used herein is for the purpose of description and not of limitation.

DETAILED DESCRIPTION

Referring to Figure 3, the present assembly includes a car wheel and a disc brake of conventional design. The right side is the axially outboard, visible side of the wheel in Figure 3. The wheel has an annular rim 10 which carries an inflatable tire - (not shown) and a spider 11 rigidly attached to the inside of the rim and extending transversely inward from it in a generally radial direction. The wheel spider has a central opening 12 which extends in spaced relation around the hub 13 of the brake rotor 14. The wheel spider also is formed with a plurality of circumferentially spaced, arcuate openings 11a (Figure 2) for design and strength purposes.

At the axially outboard (right) side of the wheel spider 11 in Figure 3 the brake rotor carries a cap 15 which covers the end of the stub shaft (not shown) of the steering knuckle on which the brake rotor is rotatably mounted by anti-friction bearings. At the axially inboard (left) side of the wheel spider 11 in Figure 3 the brake rotor 14 presents a cylindrical side wall 16 of substantially larger diameter than the central opening 12 in the spider 11 of the wheel. This cylindrical side wall 16 is joined integrally to the hub 13 of the brake rotor by a flat, annular, transverse wall 17 extending radially between them.

A plurality of circumferentially spaced, screw-threaded wheel studs 18 extend axially outward from the transverse wall 17 of the brake rotor. These studs pass loosely through corresponding openings 19 in the wheel spider 11. Nuts 20 are threaded onto the wheel studs 18 to clamp the brake rotor 14 to the wheel.

A brake disc 21 is affixed to a slightly enlarged segment 22 of the brake rotor 14 at the axially inboard end of its cylindrical side wall 16. A disc brake caliper 23 carries frictional wear pads for engagement with the brake disc 21 in a known

manner. The brake caliper is suitably mounted on the vehicle so as to remain stationary while the wheel 10, 11, the brake rotor 14 and brake disc 21 rotate in unison.

In accordance with the present invention, an annular deflector plate 24 as shown in Figure 1 is clamped between the wheel spider 11 and the transverse wall 17 of the brake rotor. Slots 40 are shown cut and stamped into the deflector plate surface forming air scoops which force cooling air onto the brakes when the vehicle is moving forward. The air also blows brake by-product away from the wheel. This deflector plate has a circular outer periphery 25 which, as shown in Figure 3, engages the inside of the cylindrical outer periphery 11b of the wheel spider 11 where the latter is joined to the wheel rim 10. The deflector plate 24 is formed with a plurality of openings 26 which register with the openings 19 in the wheel spider 11 for passing the wheel studs 18 on the brake rotor. Also, the deflector plate 24 has a circular central opening 27 which passes the hub 13 of the brake rotor.

As shown in Figure 3, the deflector plate 24 extends completely across the axially inboard face of the wheel spider 11 where the latter would otherwise be exposed to by-product produced by the disc brake when it is applied. The deflector plate prevents such by-product from escaping through the openings 11a in the wheel spider and lodging on the wheel at the axially outboard side of the wheel spider.

Figure 4 depicts a close up of the improvement of the invention. Four or more slots 40 of approximately 1/4" maximum depth are cut and stamped into the deflector plate to form scoops. The direction of the opening is such that the raised portion of the scoop faces outboard in the direction of forward travel of the vehicle.

Figure 5 depicts a second embodiment of the invention as an improvement of U.S. Patent No. 4,484,667 to Bottieri.

In accordance with this invention, the outer segment 36 of the deflector plate is formed with slits 37 extending inward from its circular outer edge 38 to provide flexible and resilient arcuate fingers 39 which facilitate the insertion of the deflector plate 25 into wheels whose dimensions may vary somewhat from one wheel to another.

Another important aspect of this embodiment is that the seven openings 27-33 in the deflector plate have respective arcuate extents and are so located as to enable the present deflector plate to be mounted on several types of passenger car wheels. For example, as shown in Figure 5, the wheel may have four wheel studs 18 arranged circularly at 90° intervals and passing through the openings 27, 28, 30 and 32 in the deflector plate. Another type of

car wheel has two guide pins in addition to the four wheel studs, and these guide pins would be received in the deflector plate openings 29 and 33. Figure 5 shows how the deflector plate would be mounted on still another type of car wheel which has five wheel studs arranged circularly at 72° intervals and passing through the deflector plate openings 27, 28, 29, 31 and 32.

From Figure 5 it will be evident that openings 28 and 32 are equally spaced arcuately on opposite sides of openings 27 and each is long enough arcuately that it extends to less than 72° from opening 27 and more than 90° from opening 27. Opening 29 is within less than 72° of openings 28 on the opposite side of opening 28 from opening 27, and this is also true of opening 31 in relation to opening 32. Opening 30 is diametrically opposite opening 27. Opening 33 is diametrically opposite opening 29.

The improvement comprises four or more slots 40 of approximately 1/4" maximum depth cut and stamped into the deflector plate to form scoops. The direction of the opening is such that the raised portion of the scoop faces outboard in the direction of forward travel of the vehicle.

Claims

1. In combination with

a vehicle wheel having an annular tire support rim and a spider extending inward from the rim transverse to the axis of the wheel, said spider having a plurality of openings therein spaced inward from the rim, and

a disc brake having a caliper with a brake pad and a brake rotor clamped to the wheel spider and carrying a brake disc spaced axially inboard from the wheel spider and facing the spider,

the improvement which comprises a deflector plate clamped between the wheel spider and the brake rotor axially outboard from the brake disc, said deflector plate radially outward from its clamping engagement with the brake rotor covering the axially inboard side of the wheel spider to prevent the escape of friction-generated braking by-product from the brake through the wheel spider onto the wheel at the axially outboard side of the wheel spider, and said deflector plate having a circular peripheral edge which slidably engages the inside of the wheel at said tire support rim, and four or more slots cut and stamped into the deflector plate forming scoops facing outboard from the vehicle in a direction of forward travel of the vehicle for causing air to flow through the slots onto the brake

to blow by-product away from the wheel, and mounting holes matching the appropriate pattern of wheel studs.

2. A by-product deflector plate for use with

a vehicle wheel having an annular tire support rim and a spider extending inward from the rim transverse to the axis of the wheel, said spider having a plurality of openings therein spaced inward from the rim, and

a disc brake having a caliper with a brake pad and a brake rotor clamped to the wheel spider and carrying a brake disc spaced axially inboard from the wheel spider and facing the spider,

said deflector plate having a central portion for clamping engagement between the wheel spider and the brake rotor axially outboard from the brake disc, said deflector plate having an imperforate portion extending radially outward from its central portion to cover the axially inboard side of the wheel spider and thereby prevent friction generated braking by-product from depositing on the axially outboard side of the wheel spider, and said deflector plate having a circular peripheral edge for slidable engagement with the inside of the wheel at said tire support rim, and four or more slots cut and stamped into the deflector plate forming scoops facing outboard from the vehicle in a direction of

forward travel of the vehicle for causing air to flow through the slots onto the brake to blow by-product away from the wheel, and mounting holes matching the appropriate pattern of wheel studs.

5 3. A deflector plate according to claim 1 or 2 and having openings arranged to selectively pass - (a) four wheel studs or (b) five wheel studs or (c) four wheel studs and two guide pins projecting axially outward from the brake rotor for attaching the wheel spider to the brake rotor.

10 4. A deflector plate according to claim 3, wherein said openings comprise:

15 five arcuate openings located at 72° intervals circularly; and

two additional arcuate openings respectively located diametrically opposite two of said five openings.

20 5. A deflector plate according to claim 1 wherein circumferentially spaced slits extend inward from said peripheral edge to provide flexible and resilient fingers in succession along the periphery of the deflector plate.

25 6. A brake by-product deflector plate, the plate (24) being shaped to present by-products given off by the brake from reaching the visible side of the wheel, and having air scoops (40) for deflecting air onto the brake for blowing the by-products away from the wheel.

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FIG. 1

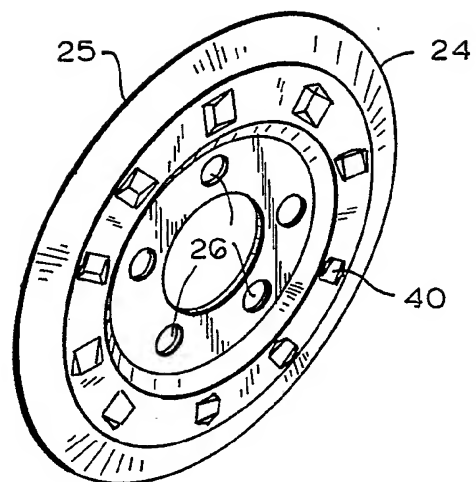


FIG. 3

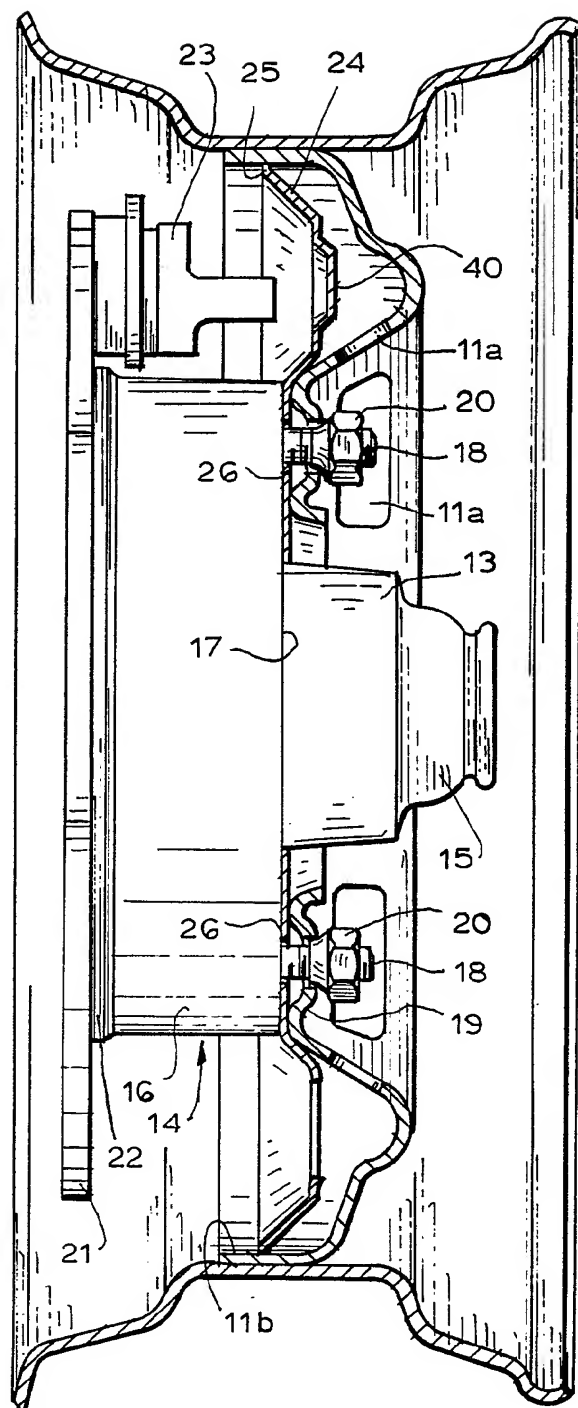


FIG. 2

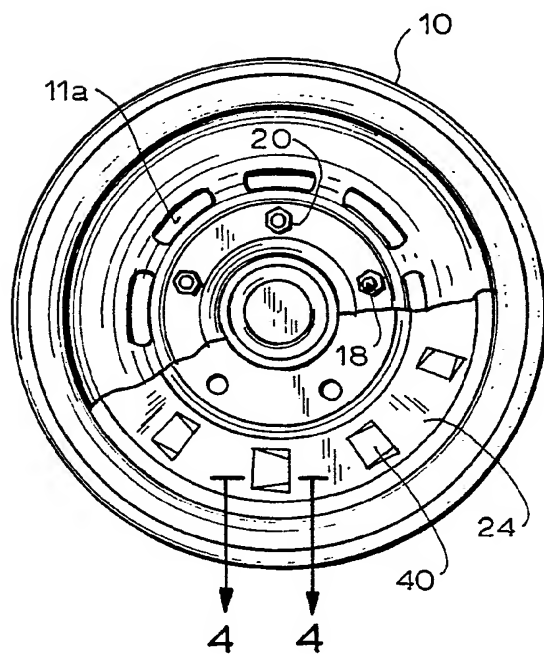


FIG. 4

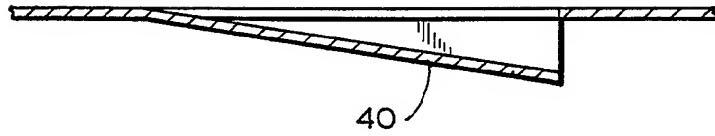


FIG. 5

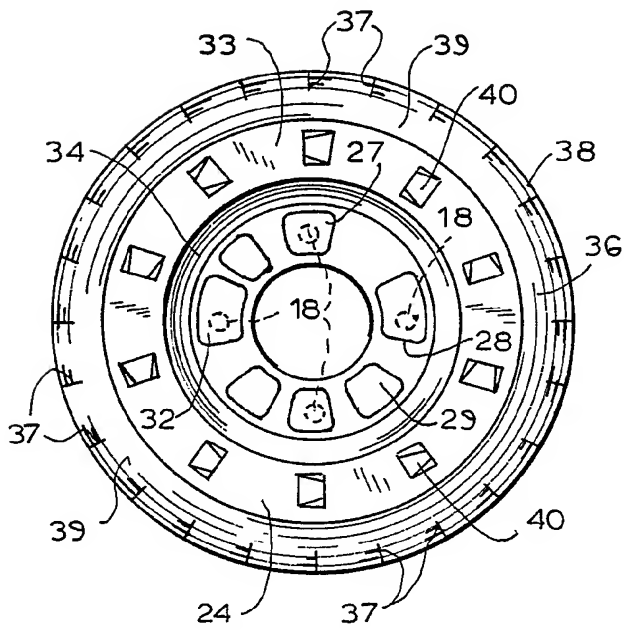
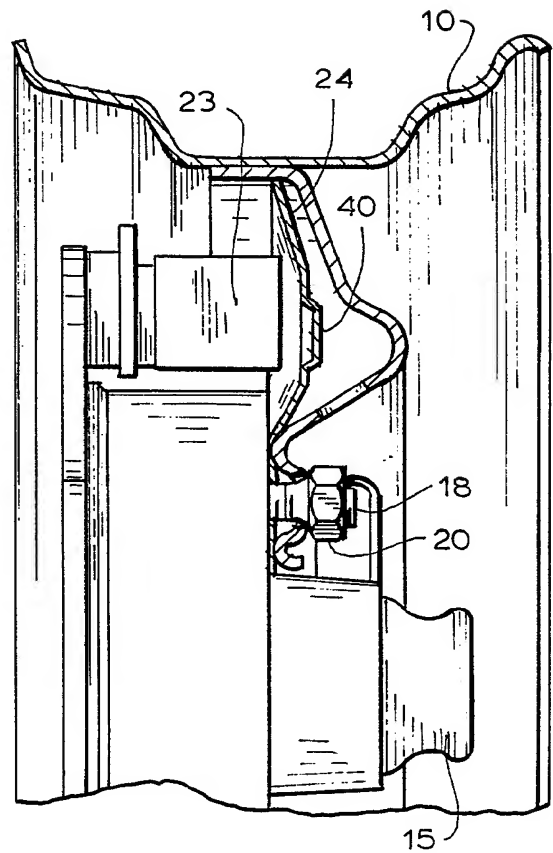


FIG. 6





EP 86 30 3427

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.4)
A,D	US-A-4 484 667 (BOTTIERI JR.) * Whole document; figures 1-5 * ---	1	B 60 T 1/06 F 16 D 65/847 F 16 D 65/12
A,D	CA-A-1 141 801 (J.B. BOTTIERI JR.) * Whole document; figures 1-4 * ---	1	
A	FR-A- 740 859 (ZERK) ---		
A	US-A-2 237 164 (ROSENBERG) ---		
A,D	US-A-2 851 131 (HIBBARD) ---		
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A	US-A-2 599 707 (GANDELOT) ---		B 60 T 1/00 F 16 D 65/00 F 16 D 55/00 B 60 C 23/00
A	FR-A-1 011 437 (MANUFACTURE DE CAOUTCHOUC MICHELIN) ---		
A	FR-A-2 030 718 (MICHELIN & CIE) ---		
A,D	US-A-3 028 936 (LYON) --- -/-		
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 20-08-1986	Examiner BRAEMS C.G.I.
CATEGORY OF CITED DOCUMENTS			
X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document		T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document	



EP 86 30 3427

DOCUMENTS CONSIDERED TO BE RELEVANT				Page 2												
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl. 4)													
A, D	US-A-4 005 768 (BUBNASH et al.) ---															
A	GB-A-1 091 693 (THE BENDIX CORP.) ---															
A	GB-A- 990 445 (THE GOODYEAR TIRE & RUBBER CO.) ---															
A	GB-A- 677 243 (DUNLOP RUBBER CO. LTD.) ---															
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A	DE-B-1 069 478 (DAIMLER-BENZ AG) ---															
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The present search report has been drawn up for all claims			TECHNICAL FIELDS SEARCHED (Int. Cl. 4)													
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<table><tr><td>CATEGORY OF CITED DOCUMENTS</td><td></td></tr><tr><td>X : particularly relevant if taken alone</td><td>T : theory or principle underlying the invention</td></tr><tr><td>Y : particularly relevant if combined with another document of the same category</td><td>E : earlier patent document, but published on, or after the filing date</td></tr><tr><td>A : technological background</td><td>D : document cited in the application</td></tr><tr><td>O : non-written disclosure</td><td>L : document cited for other reasons</td></tr><tr><td>P : intermediate document</td><td>& : member of the same patent family, corresponding document</td></tr></table>					CATEGORY OF CITED DOCUMENTS		X : particularly relevant if taken alone	T : theory or principle underlying the invention	Y : particularly relevant if combined with another document of the same category	E : earlier patent document, but published on, or after the filing date	A : technological background	D : document cited in the application	O : non-written disclosure	L : document cited for other reasons	P : intermediate document	& : member of the same patent family, corresponding document
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